



# BIGGIN HILL UGLE

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HOUD IGNOTA LIQUOR



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## EDITOR ADMONISHED

The editor has been criticized for implying false attendance figures for the last Air Show – in his defense he reports that his report was from a vantage point behind several glasses of white wine in the company of Capt Quirk and several other well known Flairavia members including the former director of this club. This assessment of the event could have been somewhat clouded and claims this as his best defense.



## CAPT GEORGE DOBSON

Looking resplendent as ever with a background of memorabilia which has sadly been auctioned off – George has not been auctioned off and is still our most senior simulator instructor. He has endured a long aviation career and has an infinite vocabulary of English beyond redemption.

## FLYING IN JAPAN IS GREAT

Having spent part of my life as a child soldier POW under the Japanese (58 years ago) – flying around this land was brilliant in more ways than one as you can see



Capt George lent me his hat for this journey, but I couldn't share my Japanese co-pilot Kurahashi.



## YOUR FLYING INSTRUCTOR

For a moment in time he was probably your best friend in the early stages of your flying career because he would get you back to the ground safely until he had imparted his superb flying skills to you so that you can perform a solo circuit of your own. None of his students will ever get lost.

( *Who is he... ? Photo 1971* )

## MORE ON NOSE WHEELS



Following a recent nose wheel lock up with the Mosun aircraft of the 'PE Group' the members are seeking guidance from an expert Capt (Nose Wheel) Crew who is only too familiar with this particular aviation problem as to why this should occur. Sadly their meeting collapsed (*get it ?*.)



## AIRFIELD HERITAGE LOST

It would appear that an objection has been lodged against the small heritage centre set up within the 'Scrambles' building – it is a splendid effort to recall and remember those who gave their lives for what? To have their valour destroyed defending this land, and to be lost for no reason.



## HERITAGE @ SCRAMBLES

This is well worth a few moments of your time before it is destroyed



It is sad also that private aviation is being squeezed out of existence at Biggin Hill. 'Live and let live'.

## MONEY BACK SCHEME

The Editor has come up with a brilliant scheme for keeping money in circulation – for every £1.50 you give you will receive back 66.2/3% = £1.00. Cash cheques, foreign currencies all accepted – *sounds good eh?* Unfortunately no receipts will be issued for fear of H.M. Inspector of Taxation retaliation who may feel that they are being hard done by, for missing out on this brilliant scheme of simply circulating cash. We look forward to your views on the benefits of keeping money in circulation.

## OVERHEARD AT THE BAR

Pilot 'chappie' trying to make an impression and a cash deal with Senior Simulator Instructor for the hire of the said machine to practice his instrument procedures. Blah, blah, blah and more blah!! One other thing does it have a GPS or could I bring along a handheld GPS – Think about this last remark! 'Supervision' no, I won't be needing that as I was going to bring along a friend to show him how to do an ILS.....! Furthermore he has copied a small part of a 1:500,000 chart to fly with whilst instructing his friend how to do a cross country flight through a busy CTA of a local airport stacked out with holiday flights – thank god I have a free bus pass and a rail card that allows me to travel where I want.

## PILOTS PALS NEW BAR SIZE

We can reveal that this new building will have a unique feature with labour saving devices – there will be no carpet to clean – no toilets to get blocked – (go to the nearest tree). – two serving hatches – one airfield side for members and one facing the car park for non members – two small sections of the bar will be erected at the serving hatches – (really windows) – Members / non members will not be able to get inside because the building will be so small accommodating just a few barrels and a small shelf for optics and space enough for two staff only. Some decking will be erected outside each window so as not to be standing in mud when the rainy season starts - later two awnings will be provided (or nicked) as soon as F1 finishes for the year. As yet there seems to be no provision for doors in these plans. Perhaps our builder members could come up with some unwanted doors for free. Not quite sure where the doors could be fitted. At least Mr Tony Thomatoe will not have to put up with any more loud music in the bar as there will no room for stereo's and the like, including gambling machines. Although the money back scheme will be available for punters. Tea and coffee will not be available, those requiring these beverages will have to bring their own in a flask. Actually this proposed new bar may not materialise for the near future, we certainly hope not so spread the news our beloved bar is now sporting a new paint scheme in the standard pale blue paint produced for painting the bottom of fighter aircraft during World War II. Some new pictures are already adorning the walls – Due to the current water shortage the Biggin Hill Yacht Squadron has been laid up in dry dock for an unspecified time. Silhouette Cut-outs of naval vessels and small yachts will be glued into a small notebook for prosperity. No pictures or small models please.



## HORNE MEMORIAL TO RAF

This plaque is situated not far from New Chapel adjacent to Horne airfield in memory of the RAF's 142 Wing formed here in April 1944 as a forward field for the coming invasion. They were amongst the first aircraft to cross the channel on 'D' Day – the pilots were from Canada, Poland, Australia, New Zealand, the UK and others. The airfield is still recognisable as you drive across it today. This plaque is maintained by the Horne Parish Council in memory of these airmen. They would leave here on the 19<sup>th</sup> June 1944 never to return. It was an important airfield for the time.

## PILOT CHAPPIE UPDATE

He had to cancel his booking in the flight simulator because he says, his GPS showed cross wind limits to be too high for the simulator – but they probably exceeded his piloting skills, if the truth were known – we at the Bugle think it was a wise decision. He was last seen more skilfully downing a pint at the bar.

## STORIES FOR THE BUGLE

If you have any aviation tales you think funny Email the editor <[johnbryan@jbplstd.demon.co.uk](mailto:johnbryan@jbplstd.demon.co.uk)> tell it anyway you like we can make it sound interesting. These incident stories usually start with a phone call to an Aviation Company "Hello Good Morning" Ahm! do you have a Wingtip in stock? Yes, left or right? "Both" You see I had a small ground loop! Everything else OK? Ahm, have you got a propeller in stock?